

TODAY'S MARKETS

MEXICAN MONEY IN EL PASO.

49 1-2 and 50.

MONEY & METALS (New York.)

Money closed 2 1/2 per cent; last loan 2 1/2 per cent.
Silver bullion 59; copper 15 1/2; lead 4 1/2.

STOCKS (New York.)

	Open	High	Low	Close
Sugar	14 1/2	14 1/2	14 1/2	14 1/2
Cont. Tob.	126	126	124 1/2	125 1/2
Am. Tob.	219	219	217 1/2	217 1/2
P. Gas	108 1/2	108 1/2	107	107 1/2
B. & O.	92	92 1/2	91 1/2	92
Atchafalpa	96 1/2	96 1/2	95 1/2	95 1/2
C. B. & Q.	174	180 1/2	172 1/2	179 1/2
Mex. Cent.	23	23 1/2	21 1/2	21 1/2
N. Y. Cent.	146 1/2	148	146 1/2	147 1/2
L. & N.	100 1/2	101 1/2	100 1/2	101
J. Cent.	155 1/2	156	155	155 1/2
R. Island	139 1/2	139 1/2	136 1/2	138 1/2
B. E. T.	83 1/2	83 1/2	82 1/2	82 1/2
Manhattan	129 1/2	130 1/2	128 1/2	129 1/2
Sou. Pac.	46 1/2	47	46 1/2	46 1/2
Reading	36 1/2	37	35 1/2	36 1/2
T. & P.	36 1/2	38 1/2	36 1/2	37 1/2
T. C. & L.	66	66	64	65
N. Pac.	94 1/2	97	93 1/2	96 1/2
N. Pac. pfd.	92 1/2	94 1/2	92 1/2	93 1/2
St. Paul	154 1/2	154 1/2	152 1/2	153 1/2
Mo. Pac.	103 1/2	103 1/2	102 1/2	102 1/2
U. Pac.	93 1/2	93 1/2	92 1/2	93
U. Pac. pfd.	85	86	84 1/2	85 1/2
W. U.	95	95 1/2	94 1/2	95 1/2
S. Ry. pfd.	78 1/2	79 1/2	78 1/2	79
F. S.	55 1/2	55 1/2	55	55 1/2
A. S. & W.	49 1/2	49 1/2	48 1/2	49 1/2
Anaconda	46	47	45 1/2	46 1/2
Am. Smelter	54 1/2	55	53 1/2	54 1/2
U. S. Steel	49	49 1/2	48 1/2	49 1/2
U. S. Steel pfd.	97	97 1/2	96 1/2	97 1/2

COTTON (New York & Liverpool.)

Port receipts estimated today 28,000.
This day last year 13,601.

BIG CONCENTRATING PLANT FOR DOS CABEZAS MINE

The Ore Is Marvelously Rich, and Will Hereafter Be Concentrated at the Mine.

J. E. Eldridge, one of the most prominent mine operators in Mexico and well known in El Paso, has just left for the republic after a brief visit here. Mr. Eldridge is the owner of the Dos Cabezas mine situated about sixty miles west of Casas Grandes. It is one of the big mines of that region at the present time but with the improvements which Mr. Eldridge has decided to make it will be one of the biggest plants in the state of Sonora.

While here Mr. Eldridge informed a Herald man that he was making arrangements to install on the Dos Cabezas a concentrating plant which will handle 500 tons of ore a day. That would be one of the largest reduction works in the country. The ore he is getting out at the present time runs as high as \$1100 to the ton. There are over 300 miners working on the property at the present time.

Mr. Eldridge is also interested with Mr. Harmon of Alamogordo in a large mine at Zacatecas, and while he did not give the reporter any of the details he said that with the development they proposed to make it would be a whale.

A Record of Crime

(Continued from First Page.)

money corresponding with those he secured from the banks he swindled before his capture and punishment. But the bankers of El Paso were too shrewd for him. He was told he would have to get an endorsement and he went out and forged the name of a prominent citizen as an endorser. He returned and presented his check with this endorsement, but the bank men said they would send out and see if it was O. K. and while they awaited the coming of the endorser the swindler disappeared as effectually as if the earth had swallowed him up.

He was here in February and the same month he showed up at Ogden, Utah, where he swindled the Commercial National bank out of \$200 and made good his escape. His next attempt was at Albuquerque on March 4th, last, where he secured \$200 and was captured.

His name is believed to be Charles B. Hogg, but he seldom uses that name in his workings of the banks. Some of his aliases are Maddox, Thompson, McDonald, Fryer, Wilson and Benton.

It is not yet known what disposition will be made of this smooth criminal, whether he will be tried in New Mexico or turned over to some of these other people who want him. At any rate it is safe to bet that he will not operate another forgery for several years to come, for he will be placed where he will not be led into temptation but will be delivered from evil.

If your chimney does not draw and you want it fixed, call up the El Paso Sheet Metal Works, 219 North Stanton street, telephone 548.

Orders Executed on Any Market and Returns Made in Five Minutes.

W. R. LOGAN & CO.,

BROKERS AND COMMISSION MERCHANTS.
Stocks, Bonds, Cotton, Grain, and Provisions.

Correspondents:
F. G. Logan, Chicago.
J. H. Parker & Co., New York.
J. S. Rache & Co., New York.
Fairchild & Hobson, New Orleans.
References:—First Nat'l Bank, El Paso; Nat'l Bank, El Paso; Office: 115 South Oregon Street, El Paso.

Liverpool spots 1-16 higher; futures 2 point advance.

	Open	Close
April Cotton	7.84	7.91-93
May Cotton	7.84	7.97-98
June Cotton	7.83	7.91-93
July Cotton	7.82	7.93-94
August Cotton	7.58	7.63-64
September Cotton	7.41	7.46-47
October Cotton	7.32	7.37-38
November Cotton	7.28	7.30-31
December Cotton	7.28	7.28-30

NEW YORK STOCK LETTER.

NEW YORK, April 2.—Stocks—(By leased wire to W. R. Logan & Co.)—The opening of the market was irregular and in most instances at lower prices than they closed. After the initial trading the tone became heavy and prices sagged under what appeared to be liberal liquidation. At the lower level, however, there appeared to be good support, and after the pressure taken off, stocks gained strength and rallied. The grangers were again the leaders from point of activity, as well as strength, and Burlington surpassed its record by several points. St. Paul and Rock Island were likewise higher, but not as active as the former. Northern Pacific was also strong in sympathy with the Burlington, and the old rumors in regard to the new relations of these two properties were revived. Under the influence of these stocks the general market turned to be stronger, even the smaller issues being thereby affected. The announcement that the secretary of the treasury had bought about two million bonds of short term in the open market gave a decided impetus and the tone at the close was very strong, and near the best prices of the day.

Money was easier, ranging from 2 1/2 to 4 per cent.
London was not a factor in the market, trading on both sides. Demand sterling \$4.88 1/2 to \$4.88 1/2.

Ladenburg, Thalmann & Co.
No markets from Chicago today. Election day and Board of Trade closed.

NEWS OF THE COURTS

Dillon Case Postponed.

The case of the United States against Collector Dillon charged with soliciting and receiving contributions for political purposes, came up for hearing yesterday afternoon. The case was continued on Saturday last in order to get the testimony of D. L. Creswell, inspector of customs at Deming. The witness was present and stated that he was present at the meeting which was held on Sunday, February 11, in the collector's office. His testimony was similar to that already given by other witnesses with the exception of that in regard to the question of funds being solicited. It was his recollection that it was the collector who first made the suggestion. On this point, however, he was not positive. On cross examination he said that he had never been solicited by the collector and that he had received the notification of the meeting from Bloom or Fink.

Mr. Clark, counsel for the defense, requested that Mr. Bloom be recalled, the point in question being as to whether Collector Dillon received the \$5 from Creswell or not. For this purpose the hearing was again postponed until this afternoon.

The case was continued indefinitely this afternoon by Commissioner Howe and will be taken up by agreement of the district attorney and counsel for the collector. Certain witnesses are required and the time has been extended in order to get them.

In the Federal Court.

The case of George A. Lambeth against the Mexican Central railroad was called for trial this morning in the federal court before Judge Maxey. The plaintiff claims damages in the sum of \$23,000 for personal injuries. In his position he alleges that he was employed by the company as an engineer; that on March 20th, 1900, while the engine which he was running was passing under a bridge about eight miles south of Juarez, he was leaning out of the cab watching a "hot box" when he was struck on the top of the head by a bolt projecting from a bridge post. He claims that the bridge was improperly constructed, hence the suit for damages.

MONTICELLO, N.M.

Special to The Herald.

MONTICELLO, N. M., April 1.—Weather very cold yet, so farmers are very slow with their plantations. The wind storms and frost have been so succeeded that no fruit is expected this year that will be a hard blow to sellers' incomes.

Pedro Vallejos is having built a new residence in town. John Welty from Red Canon was in town Saturday.

The town is as quiet as it can be this time of the year, so it is very hard to find anything to write to The Herald, no matter how much we wish to do it.



UNION STATION, NASHVILLE TENN.

This magnificent station, represented by the accompanying cut, is erected on the southwest corner of Walnut and Broad Streets. It is the most beautiful structure in the South, and the most tasteful railroad building in the United States. It is correct in design; ample in its proportions; highly artistic in its decorations; ingenious in adaptation of construction; elegant in its appointments; convenient in its arrangements; and is situated in that part of the city where it stands almost alone in its ornately grand and serene beauty as a splendid architectural triumph.

The style of architecture is what is known as the Romanesque, which carries with it simplicity, massiveness, and strength. It is built of the beautiful oolitic Bowling Green grey limestone, which gives the exterior a subdued aspect, but with a suggestion of durability and strength. It stands four stories in height. The main tower rises in graceful outlines to the height of 220 feet with a final of a bronze statue of Mercury, representative of science, commerce, and the arts, as well as the graces of life and the patron of travelers. The clock in this big square tower, when finished, will be unique in that it will have movable blocks to indicate the hour instead of hands.

The main entrance to the building is from Broad Street, which has a space underneath for a number of parallel railway tracks. One passes from the pavement on the viaduct into the loggia or stone porch, which is supported by seven massive stone arches, three in front and two on either side. These arches rise in graceful proportions and are elaborately carved in a delicate tracery of stone work. The central arch in front is higher and more imposing than the others. The floor is laid with ornamental tiling, and rises in the center by four steps to the level of the floor in the main waiting room. The ceiling of the loggia is paneled in oak and the roof is flat. There is a fine sculptured stone entablature near the top, upon which a massive stone balustrade stands that rises above and surrounds the roof balcony. The loggia connects with three vestibules by a series of heavy archways corresponding in height to the front arches of the loggia. All these arches are artistically carved and present the most perfect outlines of Romanesque beauty.

The interior of the main waiting room, by its imposing beauty, excites the most enthusiastic admiration. The harmony of its proportions leaves in the mind the impressions of fitness, elegance, and magnificence. This hall is 100 feet long, 65 feet wide, and 65 feet high. Its ceiling forms one solid arch lighted by a large skylight of ornamental glass in the roof. Tennessee marble is used in the wall-coating, with a base of black marble. The wall between the Tennessee marble and the interior corridor, which forms a break in the continuity of the vertical lines at the second story, is done in a rich olive or colonial green, lighted up with the splendor of gold and capped by a cornice also decorated with gold. The brackets which apparently support the corridor are large in size, giving an idea of support and strength and majesty. Above the corridor shades of much lighter green are used, tipped with yellow or orange, with brighter golden tint. Higher up the green fades into a yellow and green, which blend in beautiful harmony with the art glass in the panels that form the top of the arch. The whole fresco work of the walls is splendid in execution and gives an added glory to the magnificence of the hall.

At the eastern end one is struck with the significance of the symbolical figures done in metal. Ramesses and his queen, with all the insignia of royalty, are seated in a chariot of antique pattern. Though clumsy in the extreme, there is an awesome barbaric splendor in its slow movement. While a number of slaves with ropes over their shoulders are drawing the chariot, two other slaves follow behind the vehicle, one carrying an earthen vessel filled with water, or it may be wine; the other bearing a palm and holding it as a sunshade over the heads of the royal personages. The whole design brings to one's mind the tawdry pomp, the awful dignity, and the slow transit of 3,300 years ago.

Immediately above this metal piece is a clock five feet in diameter. The hands and Arabic numbers are white, while the dial plate is black, thus giving a contrast which enables every one to read the time from any portion of the great hall. An exact duplicate of this clock rests upon the southern end wall. Above each clock is a great circle forming an exquisite study in gold decoration.

In the spandrel of the big arch on the northern end is a winged man pushing everything before him. He represents energy and progress. In the opposite spandrel on the left the emblem of Time is represented by a clock, a beautiful Grecian maiden holding the dial in which the thread of life is spun.

Progress and Life work out in Time the counterpart of this symbolical representation on the southern end wall. There the Egyptian chariot is replaced by a full vestibled passenger train done in metal, with the modern locomotive at its head.

For true economy in the use of ice try a Frost King Refrigerator or Ice Box. PORCELAIN Lined, for the least money—\$4.75 up. Second hand ones bought and sold—also exchanged. AT WELCH'S, TEXAS STREET.

time, destroys distance, promotes comfort, and secures safety. In the right spandrel of the great arch Nashville is represented in bas-relief by a beautiful girl habited in Grecian costume colored in lavender and pink, displaying the lines of beauty and high culture in her form and face. In the left spandrel opposite is a white-robed figure typifying Louisville. She is more robust in form, more perfectly developed, but not so graceful in pose or so beautiful and refined in appearance as the figure representing Nashville. These two comely maidens are stretching out their hands to one another in token of amity, good-will, and inseparable companionship.

On the south wall is a highly artistic fireplace, elaborately done in stone after the Romanesque. The framework under the mantel shelf is a delicate and lacy rhythmic work of art in Arabesque, and harmonizes well with the miniature columns and arches above. Not the least attractive of the ornaments, because significant, are those that appear on the spandrels on the east and west side of the great waiting room. Five arches on each side spring in grand and noble outlines. Glass work, for the most part, fills up the open spaces of the arches. By clinging on the sloping upper sides of the arches are winged figures of beautiful maidens, done in bas-relief, carrying in their outstretched hands samples of the many products grown, made, or handled on the lines of the two railroad. Bags of flour, vegetables, corn, wheat, fruit, lumber, cotton, tobacco, wine, whiskey, stone, brick, saw logs, merchandise, boots, shoes, hardware, groceries, etc., are the offerings of these charming and bountiful benefactors. Even the live-stock interest is represented in the Taurus of the Zodiac. The floor of the hall is laid with ornamental tiles, and a rich mosaic work varied in design and elegant in its subdued colors.

This princely hall may be lighted at night by two magnificent chandeliers pendant from the ceiling, each having 34 lights. Besides these, there are from thirty to forty groups of lights, ranging from two to six lights each, disposed all around the hall. When all these are lighted, there is a dazzling, fitting splendor rivaling that of the sun a midday and revealing attractive features that are never seen by daylight.

Time and space will not permit of a further description of this matchless waiting room. In its gorgeousness and beauty, its colorings and designs, it resembles the kingly palaces of France before the revolution. The divinest of arts, sculpture and painting, have been freely employed in making it the most artistic, the most attractive, the most pleasing, and withal, the most comfortable waiting room in America.

The ladies' waiting room, which occupies the northwestern corner, is fifty feet square, and is a dream of beauty. An ornamental square fireplace gives relief to the western wall. The room is frescoed in yellow with wreaths of pink roses on the ceiling. There are six lacquered brass chandeliers that add manifold splendors to this tastefully decorated room at night. The windows are embellished with "sunburst" glass, with its rare and exquisite coloring and rich beauty.

The waiting room for the colored passengers is thought by many to be the most beautiful of all the small waiting rooms. It is frescoed in several shades of tea green, and presents a most attractive appearance. It is the counterpart of the ladies' waiting room.

The dining room occupies the northeast corner. It is frescoed in rose color with artistic designs on the ceiling in buff. It has a richly decorated fireplace and mantels. The room is very handsome, both in size, style, and finish.

The lunch room is in the southwest corner, and is frescoed in blue. Between the first and second story there is a mezzanine half-story on the east and west sides that is used for offices.

Accommodations are provided for a large ticket office, telegraph and telephone offices, parcel room, newspaper stall, etc.

The entire building is thoroughly ventilated, heated by hot air, fitted with lavatories, and lighted by gas and electricity.

There is a large loggia or midway, 25 by 300 feet, that extends from the Walnut Street entrance westward, and embraces the space between the main shed and the southern side of the main building. Four flights of steps lead to the train shed below, where provision are made for the accommodation of ten trains. The loggia extends to the carriage concourse and to the baggage building. This latter building is 45 by 125 feet, and two stories high.

The train shed is 250 by 300 feet, also covered with slate. It has gables of stained glass.

Taking the station as a whole, it is a brilliant gem of art and utility, the realized plan of an architect's dream, a creation at once resplendent, ideal, elegant, and magnificent; grand in conception, perfect in execution, full of new phases of beauty and decorative art, and the pride and ornament of Nashville and Tennessee.

We are now selling nice iron beds at \$2.50. Roe and Mohr, 209 E. Overland, and 407 South El Paso streets.

Manicuring at Natatorium Turkish baths.

Railroad Schedule

TIME.

All the times noted in the following schedule are given according to El Paso local time—Mountain standard time.

Travelers should note that in its own time table each road has its own standard, as follows:

Santa Fe, same as El Paso local time.

White Oaks, same as El Paso local time.

Texas and Pacific, Central standard time, one hour faster than local time.

G. H. & S. A., Central standard time, one hour faster than local time.

Mexican Central, City of Mexico time, nearly twenty minutes faster than local time.

Sierra Madre, City of Mexico time, nearly twenty minutes faster than local time.

Southern Pacific, Pacific standard time, one hour slower than local time.

SANTA FE.

Depot South Santa Fe street, take street cars.

For Kansas City, Chicago, Denver, and California.

Leave 9:15 p. m. Arrive 8 a. m.

WHITE OAKS.

Depot eight blocks east of postoffice. For Alamogordo, Capitan, and Clovis.

Leave 10:30 a. m. Arrive 5:00 p. m.

TEXAS AND PACIFIC.

Depot two blocks east of court house. For the Pecos Valley, Dallas, St. Louis, and New Orleans.

Leave 6:50 a. m. Arrive 7:20 p. m.

G. H. & S. A.

Depot two blocks east of plaza. For San Antonio, Galveston, New Orleans, and the east.

Leave 7:20 p. m. Arrive 7:40 a. m.

Sunset Limited: Leave Sundays, Wednesdays, and Fridays at 8:00 a. m. Arrive Sundays, Tuesdays, and Fridays at 9:00 p. m.

SIERRA MADRE.

Depot in Juarez, take street cars. For Lake Santa Maria, Casas Grandes, and the Sierra Madre.

Leave 8 a. m. Arrive 3:50 p. m.

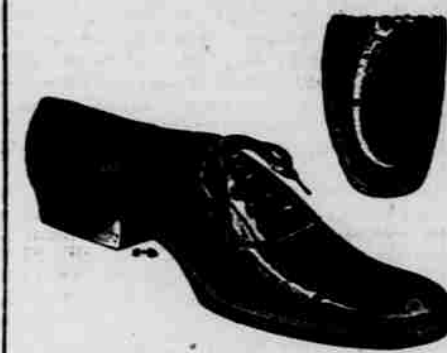
SOUTHERN PACIFIC.

Depot two blocks east of plaza. For Los Angeles and San Francisco.

Leave 8:20 a. m. Arrive 7 p. m.

Sunset Limited: Leave Sundays, Tuesdays, and Fridays at 9:20 p. m. Arrive Sundays, Wednesdays, and Fridays at 7:40 a. m.

Rokahr Boot Co.



See Samples and get prices on low cut shoes. Specialty made of fine repairing. Phone 471 No. 213 Texas St.

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MEXICAN FIRE OPALS. GOOD ASSORTMENT RIGHT PRICES. Mexican leather carver and burner at wrk. Call on us.

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in your pocket if the house you buy or build is constructed with

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from our yard; and you will make a mistake if you buy your

FEED AND FUEL

of all kinds from us. We carry the best of everything in our line.

El Paso Fuel Co., Phone 110. Office: 411 Santa Fe St.

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First-class restaurant in every respect First-class cooking. Short orders day and night.

Dinner Daily at 3 p. m. 23 El Paso St., Next to Cooper's.

Ladies, Attention!

Mr. L. B. Wiesz, Ladies' Tailor, late of New York City, Ladies' Tailoring, Fancy Dressmaking, Robes, Gowns, Shirt Waists and Riding Habits a specialty. First-class fit and workmanship guaranteed, at reasonable prices. If desired I will furnish the Latest Spring Goods direct from New York, also the Best Silk Linings, etc. Ladies owning material will have same made to order. No connection with the White House store. Rooms 15 and 16, Coles-Hubbell Building.

L. B. WIESZ.

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We sell a Gasoline Engine that has the least number of working parts—the easiest started and operated of any in the market. Suited for HOISTING, PUMPING or driving any kind of MACHINERY.

If your engine or machinery does not run to suit you, CALL and SEE US ABOUT IT.

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